

REPORT

OF THE

POSTMASTER GENERAL,

COMMUNICATING

The particulars of the postal arrangement with Bremen.

FEBRUARY 6, 1849.

Ordered to be printed.

POST OFFICE DEPARTMENT,

February 3, 1849.

SIR: In answer to the resolution of the Senate of the United States, calling for particulars of the postal arrangements with Bremen, the reduction of postage on letters to Germany from this country, and the services performed by the Bremen post office, in relation to our mails, with my opinion of the effects of such arrangements on the intercourse and commercial interests of the United States, I have the honor to submit the following statement:

The postal arrangements with Bremen, and through the post office of that republic with the various States of Germany and the countries beyond, were made in 1847. The better to carry out the act of 1845, and the second clause of the joint resolution of Congress, of June 15, 1844, I sent a special agent to Europe with the first departure of the American mail steamship Washington, under specific instructions; a copy of which is hereto annexed, marked A. He took with him the outlines of a postal arrangement executed by me on behalf of this department, and obtained the execution of it on the part of the post office of Bremen, by Hon. A. Duckwitz, a member of the senate of that republic, charged with its post office power. A copy is attached, marked B. Under this general agreement a more specific one was entered into, called "Regulations for the international postal arrangements, agreed upon between the United States and Bremen," which was executed by the special agent, Mr. Hobbie, on behalf of this department, and by the Hon. A. Duckwitz for the Bremen post office. (See accompanying exhibit, C.)

Under these arrangements, an exchange of mails, conveyed in the American mail steam line, is effected under the following advantages: They are landed and received by our mail packet at the mouth of the Weser, where a harbor is provided for our ships at

the expense of the Bremen government, some 40 miles below the city of Bremen; they are conveyed thence to Bremen by that government, without any charge, their postage being remitted on ours and all mails sent to and from our country under said arrangement.

Over the German lines beyond Bremen the mails from and to the United States are conveyed at *uniform* rates, whilst upon their own inland correspondence the rates of postage are various, according to distance. And these uniform rates have been adjusted at reduced amounts: in Hanover, at 6 cents instead of 7; in Brunswick, at 6 cents instead of 9; in Prussia, at 12 cents, which includes the transit postage (one half) through Hanover, whereas her local postage ran up from 6 to 19 cents; in Saxony, at 12 cents, which covers the transit rate, in lieu of 19 cents, the range of the local rates counting from Bremen; and in that extensive portion of Germany served by the Thurn and Taxis posts, and over which postage ranged from 10 to 21 cents, at the uniform rate of 12 cents, whereas the treaty arrangements between some of the German states and other nations exhibit a higher range of postage charges—in some cases to the extent of 50 per cent. more.

This great abatement in the postal charges in Germany on the United States mails is the more to be prized, when it is considered that this department, being governed by the fixed rates of the law, it was unable to offer any equivalent in a corresponding reduction in the United States postage on the German mails. Exhibit D is a list of all the foreign postage rates as adjusted in the Bremen arrangements.

This further important advantage was secured to the international mails between the United States and all parts of Germany except the Austrian dominions, Bavaria, and Baden, viz: the right of sending correspondence from either country to the other, with the postage unpaid or pre-paid, at the option of the sender, either in whole or in part; with the assurance that as soon as the government of Bremen shall secure for itself this privilege with the excepted countries above named, or any other in Europe, or the eastern continent, the same shall enure to the benefit of the United States.

This privilege of interchanging mails with European nations with the same freedom as between our own States, is accomplished in this instance by the Bremen post office being made an agent of this department, not only to distribute and forward its mails, but to collect and pay over to it the United States postages pre-paid or collected in Germany. In like manner Bremen becomes the agent of the several governments participating in this arrangement, to collect and pay over to them their postages which have been pre-paid or collected in the United States. This has effected all between Germany and the United States, in this particular, that the recent treaty has accomplished in that respect between Great Britain and the United States. Considering the numerous governments in Germany, and the division of its post office power, no treaty could be made so effectual as this executive arrangement in securing the objects desired. And the cost at which it is done, 20

per cent. commission on the amount collected, is within the average commission to our own postmasters for similar service.

It would much improve the operation of our foreign mail arrangements, if Congress would amend the law in regard to dead letters so as to permit those that have come from foreign countries to be separately returned, and at earlier dates, to the dead letter office. This will allow of their early return to the country in which they were mailed, and render more certain the allowance of credit for the postage charged upon them. On this point I refer to a late report of the First Assistant Postmaster General, under the head of dead letters. The recent postal treaty with Great Britain increases the urgency for this change in the existing law.

For the performance of duties so important to the public, it seemed necessary to engage the service of some one well acquainted with the operations of the department at home and the laws in relation thereto, as well as the system of posts in other countries. One of the most experienced officers of the department, and one well qualified to conduct such negotiations, was therefore selected and despatched to Europe, where he spent some months in the performance of important service to the public, in no wise connected with his regular official duties. The result of his labor has met the approbation of the department, and it is believed of the public. I trust it will not be deemed inappropriate in this place to renew the recommendation in my annual report of December, 1847, for authority to pay him additional compensation.

The act of Congress of 1845 required of this department the establishment of mail intercommunication with Europe, by means of steam ships, to be built and owned by citizens of the United States, so constructed as to be convertible into ships of war, and subject to the requisition of the President of the United States whenever, in his judgment, needed for naval purposes. Though the power given by it was very general, I decided to exercise it in the most limited manner consistent with the declared purposes of the act. At this time Great Britain had in successful operation a line of mail steam ships between Liverpool and Boston, and France was about placing under contract another between Havre and New York. With the third great power in Europe, Germany, no communication of this nature existed; whilst the transit postages in England and France were so high as to prohibit a general correspondence between the two countries. Yet emigration from that country, with the various interests connected with it, was greater than from any other. She afforded a large market for one of our great staples, tobacco, with the prospect, under the amelioration of some of her internal transit duties, of yielding a much ampler market. In addition to this, it was believed that a more direct communication and commerce would have the effect of so changing her industrial habits and manufacturing operations as to open an increasing market for another of our staples, cotton. At this time the most friendly dispositions were expressed on the part of the German States towards our country, whilst the relations between us and Great Britain wore a disturbed and threatening aspect, and France,

through the declarations of her highest authorities, was assuming an adversary position, national policy as well as interests indicated the propriety of extending this steam ship mail line to a German port. The comparative cheapness of the bids showed there was no sufficient objection on the score of expense; and by making Southampton, in England, a port of call, where the English mails would be left, and from which the mails for France could be despatched across the channel in a few hours, the single line was made to accomplish the purpose of placing the United States in mail connexion, by means of American steam ships, with the three principal countries in Europe.

The contract was made accordingly, submitted to Congress before its final consummation, and being fully ratified by that body, has been executed and put in operation. This experiment has not escaped the common lot. It has, to some extent, encountered those accidents and mishaps which so long delayed the English in achieving the success they now enjoy, and which induced a withdrawal of the French Atlantic line from the ocean. The failures of the Bremen line are believed to have been much less than attended the first experiments of the British or French in ocean steam navigation; and whilst the losses have fallen on the proprietors, important advantages have resulted from the lessons which their trials have taught to those who are succeeding them in the business of building ships and machinery for this species of navigation. And these advantages enure, of course, to the public interests embarked in the success of these subsequent enterprises.

Bremen offered more advantages for the terminus of the American line than any of the German ports. It contained a population of about 58,000. Its port, Br  menhaven, at the mouth of the Weser, furnished a commodious harbor, of easy access, and less liable to interruption from the ice than any of the northern ports. Its government was liberal—the duties imposed upon commerce nominal—its trade with the United States greater than any other north of France—its port, the principal place of embarkation for emigrants from the interior of Europe to the United States—railroads were in the course of construction, some of them already completed, connecting it with portions of Russia, through Berlin; with Trieste, on the Adriatic sea, by Leipsic, Dresden, and Vienna; with the southern portions of Europe through Hanover, Hesse Cassel, and Frankfort, and with Denmark and Norway, by the addition of a steamboat line across the Baltic, from the terminus of the railroad at Kiel.

In addition to these advantages, its government offered the most liberal terms for the management of the mails and the convenience of the contractors. In making these mail arrangements for enlarging the correspondence between this country and the enlightened nations of central Europe, containing a population of forty or fifty millions of people, and extensively engaged in manufactures, it could not escape observation that the increased facilities afforded by it for an exchange of the productions of the respective countries, might be more advantageous to the United States than the

interchange of mails, and lead to the establishment of a new market for the principal products of this country, of little, if any less, importance, than those of England or France.

I may add, in addition to these considerations, it seemed not unimportant that the people of the United States and their institutions should be seen and judged of by the enlightened nations of Europe through the medium of the American press, rather than the misrepresentations of the presses of other nations.

The contractors reserved the right of running alternate trips to Havre at a less price. If their interest or those of the public require it, in their opinion, no objections will be interposed at the department.

These considerations induced me to adopt the present line from New York to Bremen in preference to the others, and nothing has since occurred to change that opinion.

I am, respectfully, your obedient servant,

C. JOHNSON,
Postmaster General.

Hon. GEORGE M. DALLAS,
*Vice President of the United States,
and President of the Senate.*

EXHIBIT A.

POST OFFICE DEPARTMENT OF THE UNITED STATES.

The mail steam ship line from New York by Cowes to Bremen, with branch to Havre, established under special authority of Congress, being about to go into operation, I hereby depute Selah R. Hobbie, esquire, First Assistant Postmaster General, to act as the special agent of this department on the occasion. He will proceed in the United States mail steamship Washington to Europe, and repair to the ports above named; also to London, Paris, and other places in Europe, in his official capacity aforesaid, to make the needful regulations for the foreign mail service of the United States, not only as connected with said steam ship mail line, but in all respects and particulars; and to enter into arrangements with the proper authorities in other countries to secure a direct mail intercourse between those countries and this, under official guarantees, so that mails may be interchanged under a postage charge for the entire distance, that can be paid either at the office of mailing or delivery, at the option of the parties.

And these presents are sent, greeting, to all whom it may concern, to the end that the bearer hereof may be recognized and respected as such officer and agent aforesaid.

Witness my hand and the seal of the Post Office Department of the United States, this 26th day of May, in the year of our Lord one thousand eight hundred and forty-seven.

C. JOHNSON,
Postmaster General, United States.

EXHIBIT A.

Extracts from the letter of instruction of C. Johnson, Postmaster General, to S. R. Hobbie, First Assistant Postmaster General, dated May 26, 1847.

You will proceed, with as little delay as possible, to the city of Bremen, delivering the Hamburg mail at Bremenhaven, if you shall find suitable arrangements made for its transmission from that place; if not, then it will be delivered with the other mails at the post office in the city of Bremen.

You will make suitable arrangements with the post office at Bremen for the reception, transmission, and delivery of the mails to and from the United States, that will hereafter be taken by the American steamer which will run regularly between Bremen and New York. You will adjust the mode of keeping accounts, between that office and the Post Office Department of the United States, the times of settlement and the modes of payment, as well as the compensation of the office at Bremen, for the service rendered the United States. You will visit such other offices on the continent as will be likely to make liberal postal arrangements with the United States, and particularly the offices at Paris and London; and by arrangements with them secure the transmission of the American mails from Cowes or Southampton, in the English mails, to great Britain and its dependencies, and the American mails for France and such other governments in the south of Europe as will be best and most expeditiously served through the French mails.

You will, as far as practicable, secure the transmission of letters to and from the United States to any parts of the world with which they may have postal arrangements, and regulate the rates of postage to be paid, and secure the delivery of letters and papers, whether pre-paid or not, at their place of destination—accounts to be kept and regularly settled between the foreign offices and that of the United States, being careful to secure to the United States the postages due for the transmission of letters or papers within the United States, as well as those imposed by the laws of the United States for crossing the Atlantic in the steamers.

It is desirable to have such arrangements made with the foreign offices, that letters and newspapers pass to and from the United States to and from all the principal offices in Europe, whether they are pre-paid or not. It will be of the utmost importance to have the American mails delivered and accounts kept with this office at Southampton and Havre, from which the American mails should be transmitted through the English or French mails. It may also be desirable to have liberty to forward the mails to and from the United States through England, without being opened, upon paying a reasonable price for transportation, upon similar terms to those allowed by this office for the transmission of the Canada mails through the United States. You will use your best efforts to secure the abolition of the ship postage charged upon letters or newspapers in England, and such other governments as you may have

agreements with. If this cannot be secured, then the ship postage of the United States should be charged upon all letters coming to the United States from other governments declining to make reciprocal arrangements. The terms upon which the Canadian mails are now transported through the United States may be made the basis of any further agreement with the British post office. Should that office decline to abolish the ship postage on letters brought to England in the American steamers, the ship postage of the United States must be insisted upon on all mail matter delivered in the United States by the Cunard line, or any line of steamers that may hereafter be established between England and the United States.

Any just and reciprocal arrangements you may make with the European offices, for enlarging and facilitating the intercourse between the United States and them, will meet with the approbation of the department, and, I doubt not, of the citizens of the United States.

Accompanying this you will receive certified copies of the several acts of Congress, giving authority to the Post Office Department to make such arrangements with foreign offices as above indicated. You will consider yourself fully authorized by your appointment to exercise all the powers conferred on this department by them, subject, however, to their confirmation by the government of the United States.

EXHIBIT B.

Arrangement between the Post Office Department of the United States and the Post Office Department of the Hanseatic republic of Bremen, respecting the receipt, delivery and distribution of the mails of the United States at Bremen, their despatch to other places in Europe and elsewhere, and the accounting for and paying over the United States postage.

SECTION 1. The Post Office Department at Washington appoints the postmaster at Bremen its sole and exclusive agent for the receiving and the forwarding of the mails by the steam packets to run between New York and Bremenhaven, on their arrival on the Weser from, and on their leaving the Weser for, the United States.

SEC. 2. On the arrival of the steamers on the Weser, the mailbags are to be delivered by the captains or the agents of the said steamers, without the least delay, to the Bremen post office, at Bremenhaven, and are to be forwarded thence directly, in a proper and safe way, to the post office at Bremen. The letters, newspapers and parcels, destined for Bremen, are to be assorted and delivered there as soon as possible; and those for the other points and places are to be re-mailed and forwarded in the best and most expeditious manner.

SEC. 3. During the season that will admit of it, a steamboat will be kept in readiness at Bremenhaven to take the mails, on the arri-

val of the United States mail steampacket, immediately to the town of Bremen; and during the portion of the year when navigation in the Weser is interrupted, or in case of the mail steam packet arriving by night, couriers will be provided by the Bremen postmaster to take the mail bags to Bremen with the utmost despatch, and the time of transmission from Bremenhaven to Bremen, not exceeding five hours.

SEC. 4. The like despatch is stipulated in regard to the mails from Bremen to the United States steam packets, on their departure from Bremenhaven; and in order to avoid any interference or collision, no letters or mailable matter are to be delivered from on board the said steamers, or to be received by them, except through the agency of the Bremen town post office. The mail bags are to be closed at the post office at Bremen, and all letters for the steamers are to be delivered there.

SEC. 5. The Bremen Post Office Department agrees that a separate bag may be exchanged with the Hamburg post office, to contain only the Hamburg mail matter, and to pass through the hands of the Bremen mail agent at Bremenhaven, and under his control, accompanied with the proper cards of contents and amounts of United States postage. This bag is to contain no matter for any other points than Hamburg; and no matter, unless delivered up at the post office at Hamburg, and not received from any other post office. The manner of despatching the Hamburg letter bag is left to be settled by the post office departments at Hamburg and Bremen.

SEC. 6. The Bremen postmaster is to take charge of the receiving, forwarding and despatching of the mails, accounting to the Postmaster General of the United States for the United States postage received by the postmaster at Bremen.

And the postmaster at Bremen shall account for all United States postage, as well inland in the United States as steamer postage, on letters and other mailable matter, sent from the United States to any place or post office in Europe or elsewhere through said Bremen post office, and will collect the charged postage on all such matter, as well as on matter delivered at Bremen, and pay over the same to the Postmaster General of the United States, except upon the dead and undelivered matter, which is to be reported; and will also keep account of all matter mailed at Bremen for the United States, as well that received from other places or post offices in Europe or elsewhere, as that which is received from Bremen, and duly render said accounts and pay over all balances quarter-yearly. And the compensation to be made and rendered by the Postmaster General of the United States for said service, and for all services to be performed under this agreement, shall be a commission of twenty per cent., to be cast on the amount of postage collected and credited to the Postmaster General of the United States by the postmaster of Bremen; and the United States mail matter shall be subjected to no other charge for conveyance to the Bremen post office than the steamer postage aforesaid accruing to the United States.

SEC. 7. The Post Office Department of the Hanseatic republic of

Bremen declares itself responsible for the Bremen postmaster in behalf of all services to be performed by him under this agreement, and engages, further, to have care of such arrangements with the post office departments of other European States that will allow the United States mail matter, whether postage is pre-paid, or unpaid, to pass through Bremen, and will permit mail matter for the United States to come through to the place of said agency. And the said Post Office Department of the Hanseatic republic of Bremen further engages to take care of the collection of all United States postages, chargeable and not pre-paid, on letters going out of the United States through said agency; that is, the collection thereof at the place of destination and payment over to the said agency, and the payment thereof by the said agency to the Postmaster General of the United States, excepting only the dead and undelivered matter.

Done and signed at Washington, the 29.h day of March, and at Bremen, the 26th day of June, in the year of our Lord eighteen hundred and forty-seven.

C. JOHNSON,

Postmaster General of the United States.

A. DUCKWITZ,

For the Post Office Department of the republic of Bremen.

EXHIBIT C.

Regulations for the international postal arrangements agreed upon between the United States and Bremen.

It is mutually understood by the Post Departments of the United States and of Bremen,

1. That persons desirous of sending letters from Bremen, or from any other country in Europe or the eastern continent, through Bremen, to the United States, or to Canada through the United States; or from the United States to Bremen, or to any other country in Europe, or the eastern continent, through Bremen, shall have the option, so far as the postal arrangements of such other countries will allow—

First, of leaving the whole postage of such letters to be paid by the receiver.

Secondly, of pre-paying the whole postage to the place of destination.

Thirdly, of paying the United States postage to Bremen, leaving the European postage unpaid, when sent from the United States, and in like manner of paying the European postage to Bremen, leaving the United States postage unpaid, when sent to the United States.

2. That the post office of Bremen is to keep full postage accounts with the United States Post Office Department, and with the post departments of the several countries in correspondence

with the United States through the Bremen post office, and to settle said accounts with the Postmaster General of the United States and pay the balances quarter-yearly.

3. That, as the agent of the post department of the United States and for said department, it is to collect from the post departments of the countries in correspondence with the United States, through said office, the quarterly balances for postages accruing to the United States post department, and is also to pay to the post departments of said countries respectively for the United States, the postages accruing therefrom to said countries, the amount therefor to be allowed by the United States post department to the Bremen post office, to wit: For European postages, prepaid in the United States on letters sent therefrom to said countries respectively, through the Bremen post office, or collected in the United States on letters sent from said countries unpaid to the United States; namely, to Hanover at the uniform rate lately agreed upon with Hanover, of 6 cents the single letter; to Prussia, at the uniform rate agreed upon of 12 cents the single letter, including the Hanoverian transit postage, and to the countries served by the posts of the prince of Tour and Taxis, at the like rate of 12 cents the single letter—which states are Wurtemburgh with the principality of Hohenzollern, Hesse-Homburgh and Meissenheim, Lippe Detmold, Reuss, Schambergh Lippe, Schwartzburgh Rudolstadt, Schwartzburgh Sondenhausen, Hesse Darnstadt, Hesse Cassel, Saxe Weimar, Mecklenburgh Schwerin, Mecklinburgh Strelitz, Nassau, Saxe Altenburgh, Saxe Coburg Gotha, and Saxe Meiningen, and until uniform rates may be agreed upon with the following countries for the American correspondence, at the local transit postage, now understood to be, to Oldenburgh, 5 cents; to Brunswick, 8 cents;* to Hamburgh and Altona, 6 cents; Lubec, 9 cents; Kiel, 11 cents; Copenhagen and principal ports of Denmark, 22 cents; Stockholm and most ports of Sweden, 39 cents; Bergen and Christiana, in Norway, 30 cents: Cronstadt and St. Petersburg, in Russia, 24 cents; Saxony, 18 cents;† [the single letter in all the foregoing, it is understood, extends to the weight of an half ounce, and in the following to a quarter of an ounce only:] to Austria and her dominions in Germany, 20 cents; Baravia, 22 cents; Baden, 18 cents; Switzerland, 21 cents; Greece and Constantinople, 37 cents.

4. That the Bremen post office is to pay to the Postmaster General of the United States, for postage on all unpaid letters sent from the United States to Bremen, or from the United States through Bremen to any other country in Europe or the eastern continent, and on all letters originating in Bremen, or in any other country, and sent through the post office of Bremen, with the postage paid to the place of destination in the United States, 24 cents per single letter, when the letter is from or to the city of New York; 29 cents

* Since reduced, under the 5th clause, to 6 cents.

† Since reduced, under the 5th clause, to 12 cents.

per single letter, when from or to any other part of the State of New York, or from or to the States of New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Delaware, or Maryland, or the District of Columbia; and 34 cents per single letter, when from or to any other part of the United States, or to Canada; and at double those rates, respectively, for double letters, that is, letters exceeding a half ounce in weight, but not exceeding an ounce, and for each further additional half ounce or fraction of an half ounce, 15 cents additional in the first case, 20 in the second, and 25 in the third case.

5. That the Bremen post department is to continue its efforts for the amelioration of the postages in Germany, upon the American correspondence, and for uniformity in the rates and weights.

6. That the postages actually received either when pre-paid or collected, and the postages accounted for between the post departments aforesaid, are to be of the same rates and amount, excepting the slight difference in the lower denominations of coin, which is to be so allowed as not to operate as a loss upon the Bremen office. When pre-payment is made at less than the due rate and amount, the balance is to be charged and collected of the receiver at the office of delivery.

7. That the progression in the charge of postage is by an additional rate of equal amount, with the single rate for each additional half ounce or quarter of an ounce of weight in the letters, or fractional part of an half ounce or quarter ounce, as the case may be, except with the United States sea postage, in which the triple and subsequent rates are 9 cents less each than either of the preceding rates.

8. That printed circulars, pamphlets, and newspapers are to be pre-paid to Bremen, either from the United States or from Europe, so that the same will not enter into the international postal accounts of Bremen and the United States. But they are to be duly forwarded and delivered in Europe when sent from the United States, and in the United States when sent from Europe, at the lowest local rates of postage in each respectively, for that species of mail matter, to be paid by the receiver.

The United States rates of postage on printed matter are as follows:

Circulars, sea postage, 3 cents;

" inland " 3 cents;

Pamphlets, sea postage 3 cents;

" inland " 2½ cents for each copy not exceeding an ounce, and 1 cent for each additional ounce or fraction of an ounce over a half;

Newspapers, sea postage, 3 cents;

" inland " 3 cents.

Printed matter is to contain no writing, and is to be so folded or enveloped, that it can be distinctly seen and examined; otherwise it will be rated with letter postage. For transmission in the European countries, it is understood that newspapers are not to be placed in wrappers, but only in narrow bands. The postmaster of

Bremen will acquaint the Postmaster General of the United States as soon as may be, of all special regulations affecting American newspapers and the rates of postage to which they will be subject; the two Post Departments of Bremen and the United States being willing, whenever the same can be carried into effect, to place newspapers under the privilege of paying postage through to destination, or of leaving it to be paid by the receiver.

9. That dead letters, also mis sent letters, are to be mutually returned through the Bremen office, to the Post Department of the country sending the same, after an interval of, say two months, sooner if practicable. If the same were pre-paid, their return will not constitute an item for the international postal accounts beyond that of a mere memorandum; but if they were sent unpaid, the country returning will be allowed a credit equal to the charge made against it of the postage unpaid of the country from which sent.

10. That each letter is to be marked with the stamp of the office mailing it on the face, and if from Europe with the stamp of Bremen on the back, and in case it is addressed to any other office in the United States than New York, then with the stamp of New York also on the back, the better to identify it for the accounts, in case it should be returned as dead or mis-directed. And if the letter is from the United States, it is to be stamped on the back by New-York and Bremen in like manner. If it is an unpaid letter it should be marked on the face with the postage accruing to the country in which mailed, and chargeable to the country in which to be delivered. This entry should be made in figures in black ink. If the postage is pre-paid to destination, it is to be marked in red figures with that proportion of the postage received which is to be accounted for to the country in which the letter is to be delivered, and stamped in red "*paid all.*" When the United States postage only is paid on letters going to Europe, or the European postage only is paid on letters going to the United States, the letter is to be stamped in black "*paid part*" and the amount is not to be stated on the letter, as it does not enter into the international account. The postmasters of Bremen and of New York will see that the entries and stamps on the letters are correct, and will supply all omissions of the mailing offices so far as in their power.

11. That the letters are to be accompanied at each mailing with a letter bill, similar to the form annexed, marked A. The postmaster of New York or of Bremen, as the case may be, is to compare and correct the same, when erroneous, by the verification. And with each mailing send an acknowledgement of the receipt of the preceding mail received from the other office similar to the form annexed marked B. Said letter bill, accompanied by the receipt of the previous mail, is to be placed with the letters for the Bremen delivery and for the New York delivery, respectively. It should be printed on red paper to enable it the more readily to be distinguished and obtained at the opening of the mails.

12. That the matter for the Bremen delivery is to be made up separately, as is also the matter for the city of New York. Fur-

ther divisions can hereafter be made in mailing for the better convenience of the offices of Bremen and New York, as fuller experience shall suggest.

13. That a separate bag between New York and Hamburg, being provided in the agreement, the matter between those places will be so made up and sent, restricted, however, to the United States matter for Hamburg alone, and the matter originating only in Hamburg. The postmaster of New York will state the Hamburg matter in the letter bill to Bremen, and send an extract to the postmaster of Hamburg, and the postmaster of Hamburg will furnish the postmaster of Bremen with the verification of the letter bill, and also a copy of his letter bill to New York.

14. That the postmaster general of the United States may supercede or modify the foregoing by other or further regulations, provided the same are not inconsistent with the articles of agreement executed by him, and by senator A. Duckwitz, in behalf of the Post Office Department of the republic of Bremen, respectively, in March and June last.

Proposed by

S. R. HOBBIE,

First Assistant Postmaster General, and special agent for this purpose of the Postmaster General of the United States.

BREMEN, September 13, 1847.

The "Regulations for the international postal arrangements, agreed upon between the United States and Bremen," proposed to the undersigned department by the honorable Major Hobbie, First Assistant Postmaster General, under date of the 13th September, have been received, and will be followed by the Bremen postmaster, as far as depends upon the Bremen post administration.

BREMEN, 18th September, 1847.

The Post Office Department of the Hanseatic republic of Bremen.

A. DUCKWITZ.

Memorandum.—A question having been raised and submitted to the Postmaster General of the United States respecting the postage in Bremen, and compensation to that office, and the same decided so as to have "the regulations" unchanged, the charge of 2 cents postage in Bremen was formally relinquished by

GUILDEMEISTER,

Senator and chief of the postal department, Bremen.

And the regulations were duly confirmed in a notice to the public and instructions to postmasters, published March 1, 1848, by

C. JOHNSON,

Postmaster General.

[FORM A.]

BY STEAMER.

LETTER BILL for the correspondence between the United States of America and Bremen.Post Office,
City of New York, ———, ———.

The following articles are sent herewith, the receipt of which, it is requested, may be acknowledged, viz :

	Statement by the New York office.			Verification by the Bremen office.		
	Number of letters.	Amount.		Number of letters.	Amount.	
		Dolls.	Cts.		Dolls.	Cts.
A.—To be placed to the credit of the United States Post Office Department.						
1. Letters for other countries than Bremen, upon which the United States postage is unpaid						
2. Letters for Bremen, upon which the United States postage is unpaid						
3. Mis-sent, re-directed, and returned letters received from Bremen, on which the United States has been charged with foreign postage						
B.—To be debited to the United States Post Office Department.						
1. Letters upon which European postage is paid through to destination						
	Number.			Number.		
C.—Articles that do not enter into the accounts between the two countries.						
1. Letters upon which only the United States postage is paid						
2. Newspapers						
3. Pamphlets						
4. Mail bags, (giving their number)						

ROBERT H. MORRIS, P. M.

[FORM A.]

BY STEAMER.

LETTER BILL for the correspondence between Bremen and the United States of America.

Post Office, Bremen, — — —.

The following articles are sent herewith, the receipt of which, it is requested, may be acknowledged, viz:

Statement by the Bremen office.				Verification by the New York office.			
Amount.		Number of letters.	Amount.	Amount.		Number of letters.	Amount.
Dolls.	Cts.			Dolls.	Cts.		
A.—To be placed to the credit of the Bremen Post Office.							
1. Letters for other places in the United States than New York, upon which European postage is unpaid 2. Letters for New York, upon which the European postage is unpaid 3. Mis-sent, re-directed, and returned letters received from the United States, on which European postage has been charged							
B.—To be debited to the Bremen Post Office.							
1. Letters upon which United States postage is paid through to destination							
Number.		Number.		Number.		Number.	
C.—Articles that do not enter into the accounts between the two countries.							
1. Letters upon which only European postage is paid 2. Newspapers 3. Pamphlets 4. Mail bags, (giving their number)							

[FORM B.]

ACKNOWLEDGMENT OF RECEIPT for the correspondence,
&c., between Bremen and the United States.

Post Office,
City of New York, — —, 184—.

The mail from Bremen of the — —, has been received, containing and accompanied by the following articles, viz:

Statement by the Bremen office.				Verification by the New York office.			
Number of letters.	Amount.		Number of letters.	Amount.			
	Dolls.	Cts.		Dolls.	Cts.		
<p>A.—To be placed to the credit of Bremen.</p> <p>1. Letters from countries other than Bremen, on which the European postage to Bremen was unpaid</p> <p>2. Mis-sent, re-directed and returned letters received from the United States</p>							
<p>B.—To be placed to the debit of Bremen.</p> <p>1. Letters from other countries than Bremen, upon which the United States postage is paid</p> <p>2. Letters from Bremen upon which the United States postage is paid</p>							
<p>C.—Articles that do not enter into the accounts between the two countries.</p> <p>1. Letters on which European postage is paid, and the United States postage unpaid</p> <p>2. Newspapers</p> <p>3. Pamphlets</p> <p>4. Mail bags, (giving their number.)</p>							

ROBERT H. MORRIS, *Postmaster.*

[FORM B.]

ACKNOWLEDGEMENT OF RECEIPT for the correspondence,
&c., between the United States and Bremen.

POST OFFICE, Bremen, — —, 184—.

The mail from New York of the — —, has been received containing and accompanied by the following articles, viz:

	Statement by the Bremen office.			Verification by the New York office.		
	Number of letters.	Amount.		Number of letters.	Amount.	
		Dolls.	Cts.		Dolls.	Cts.
A.—To be placed to the credit of the Bremen post office.						
1. Letters for other places in the United States than New York, upon which European postage is unpaid						
2. Letters for New York upon which the European postage is unpaid						
3. Mis-sent, re-directed and returned letters, received from the United States, on which the European postage has been charged						
B.—To be debited to the Bremen post office.						
1. Letters upon which United States postage is paid through to destination						
	Number.			Number.		
C.—Articles that do not enter into the accounts between the two countries.						
1. Letters upon which only European postage is paid						
2. Newspapers						
3. Pamphlets						
4. Mail bags, (giving their number,)						

[EXHIBIT D.]

BREMEN LINE.

I.—Foreign postage to be charged in addition to American postage.

1. Altona	6 cents.	} Single letters limited to half an ounce in weight, and postage may be pre-paid or left unpaid, or the United States postage alone may be pre-paid, at the option of the sender.
Bremen	Nothing.	
Brunswick	6 cents.	
Cassel	12 "	
Coburg	12 "	
Darmstadt	12 "	
Frankfort-on-the-Main	12 "	
Gotha	12 "	
Hamburg	6 "	
Hanover	6 "	
Hesse Hamburg	12 "	
Kiel	11 "	
Lippe Detmold	12 "	
Lubeck	9 "	
Mecklinburgh Schwerin	12 "	
Mecklinburgh Strelitz	12 "	
Nassau	12 "	
Oldenburgh	5 "	
Prussia, (kingdom and provinces)	12 "	} Half ounce to the single letter; United States postage only should be pre-paid.
Reuss	12 "	
Saxe Altenburgh	12 "	
Saxe Meiningen	12 "	
Saxe Weimar	12 "	
Saxony, (kingdom)	12 "	
Schaumburg Lippe	12 "	
Schwarzburg Reidelstadt	12 "	
Schwarzburg Sunderhausen	12 "	
Wurtemberg, (kingdom)	12 "	
2. Denmark—Copenhagen and furthest parts	22 cents.	} Quarter-ounce to the single letter; United States postage only should be pre-paid.
Norway—Bergen, Christina, and furthest parts	30 "	
St. Petersburg or Cronstadt	24 "	
Sweden—Stockholm and furthest parts	39 "	
3. Alexandria	37 cents.	} Quarter-ounce to the single letter; United States postage only should be pre-paid.
Austria, (empire and provinces)	18 "	
Baden	18 "	
Basle and other parts of Switzerland	21 "	
Bavaria	22 "	
Cairo	37 "	
Constantinople	37 "	
Greece	37 "	
Italy, eastern towns of	18 "	
4. Newspapers and printed matter one-fourth of the letter rates, and to be placed in narrow bands without any writing whatever on them.		

[EXHIBIT D.]—Continued.

II.—United States postage.

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|---|---|--|
| 1. Letter packet postage is 24 cents single letter not exceeding half an ounce, in addition to inland, which is 5 or 10 cents, according to distance. | } | Can be pre-paid or left unpaid, according to the places to which addressed. (See the foregoing lists and the remarks made opposite to them.) |
| 2. Newspaper and pamphlet packet postage 3 cents each, in addition to inland, which is $2\frac{1}{2}$ cents for each pamphlet not exceeding 1 ounce, and 1 cent for each additional ounce or fraction, and 3 cents a newspaper. | } | Must be pre-paid in all cases. |
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POST OFFICE DEPARTMENT,
Contract Office, ———, 1849.

S. R. HOBBIE,
First Assist. P. M. General

EXHIBIT D. (Continued)

11. United States postage

1. Letter packet postage is 31 cents single letter not exceeding half an ounce, in addition to inland, which is 5 or 10 cents according to distance.
Can be pre-paid or left unpaid, according to the place to which addressed. (See the foregoing list and the remarks made opposite to them.)
 2. Newspaper and pamphlet packet postage 3 cents each, in addition to inland, which is 23 cents for each pamphlet not exceeding 1 ounce, and 1 cent for each additional ounce or fraction, and 3 cents a newspaper.
- Must be pre-paid in all cases.

Post Office Department,
Contract Office, — 1840.

S. R. HOBBS,
First Agent, P. M. General